

MEMORANDUM

From:	Chief Officer, Environment & Technical	To:	Chief Officer Planning & Regulatory
		FAO::	Sharon Holman
Our Ref:	ET/DC/PP/P/2022/1051 Res(1)	Your Ref:	P/2022/1051
Date:	11/01/2023		

TOWN AND COUNTRY PLANNING ACT 1990

TRAWSNEWID ADEILAD AMAETHYDDOL I DDOSBARTH B1 (SWYDDFA) / CONVERSION OF AGRICULTURAL BUILDING TO CLASS B1 (OFFICE)

BARN AT CINDERS FARM CINDERS LANE RUABON WREXHAM **Grid Ref: E 332479.17 N 343735.59**

I refer to your consultation / email 06/01/2023 in respect of the above.

Access (off A539 Overton Road)

The proposed development site is located on Cinders Lane (Classified Road) off the A539 Overton Road (Classified). The main route to the site is via the A539 / Overton Road / Cinders Lane junction.

The A539 Overton Road is a rural, classified road subject to a 50mph speed limit. A recently conducted speed survey along this section determined 85th percentile speeds of 53.3mph for vehicles travelling eastbound and 44.3mph for vehicles travelling westbound.

Based on these determined speeds, any proposed access / junction in this location would normally be required to provide visibility splays of 2.4 x 162m in the westerly direction and 2.4 x 121m in the easterly direction measured to the nearside edge of the adjoining highway in accordance with TAN 18.

Visibility from the existing junction onto the A539 was previously inadequate in both directions. Visibility in the westerly direction was approximately 2.4 x 120m measured to the nearside edge of the adjoining highway. Visibility was impeded by the existing hedgerow. Visibility in the easterly direction was inadequate providing a splay of approximately 2.4 x 30m measured to the nearside edge of the adjoining highway. Visibility was impeded by the existing hedgerow along this section.

However, planning consent (planning ref: P/2018/0577) was previously granted for a chicken rearing facility along Cinders Lane which required improvements to the existing Overton Road / Cinders Lane junction along with improved visibility splays. These improvements have benefitted all users of Cinders Lane.

Access (via Cinders Lane)

Cinders Lane is typically narrow being less than 4.1m wide for the majority of its length up to the development site. The proposed access to the development site is located approximately 500m away from the junction with the A539. The narrow nature of the lane did not previously allow for the simultaneous passage of 2 vehicles. However, planning consent (planning ref: P/2018/0577) has previously been granted for a chicken rearing facility along Cinders Lane which required improvements to Cinders Lane in the form of 2 new passing places. These improvements have benefitted all users of Cinders Lane.

Cinders Lane is a rural, classified road subject to a 60mph speed limit. However, I would estimate typical speeds at being around 30mph along the section fronting the development site given the geometry of the road. Based on such speeds, any proposed access would normally require splays of 2.4 x 43m in both directions measured to the nearside edge of the adjoining highway (carriageway widths approx.. 4.1 – 4.3m along the section fronting the site).

Visibility from the existing access serving the site is inadequate providing splays of approximately 2.4 x 25m to the south and 2.4 x 21m to the north measured to the nearside edge of the adjoining highway. Visibility is impeded in both directions by the existing hedgerow.

I would not normally be able to support any proposed development that would result in any significant increase in vehicle movements through this sub-standard access. **The applicant may wish to provide a revised layout plan indicating how the required splays could be provided.**

The proposed access is approximately 5.8m wide and is surfaced with loose bound materials. If the application is to be supported, I would recommend the access is surfaced with hard bound materials for a minimum distance of 10m behind the adjoining highway. An Aco drain or similar would be required to intercept any private surface water run-off.

Traffic Generation

The existing access appears to serve existing agricultural buildings / activities. However, no details of the existing / proposed daily vehicle movements at the site have been provided. The Design & Access Statement indicates 3 no. staff relocating to the site. This would have the potential to generate around 12 movements per day. It is not clear what the specific use of the office will be ie/ will it generate any additional movements from potential visitors / clients. **I would recommend that this information is provided.**

Parking and Turning Provision

Adequate parking and turning provision would need to be provided within the curtilage of the development site. There would appear to be adequate space to provide adequate parking and turning provision for both cars and agricultural vehicles within the curtilage of the site.

I assume that the proposed offices (166m² gfa) will come under LPGN 16 Class B1 Use which requires a maximum of 1 car space per 30m² gfa. This equates to the maximum requirement of 6 spaces. The submitted layout plan indicates the provision of 5 spaces with adequate turning space. Given the remote nature of the site, **I would recommend that 6 spaces are provided and indicated on a revised layout plan.**

I await the requested information.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

A handwritten signature in black ink, consisting of a stylized 'K' followed by a horizontal line and a small flourish.

Chief Officer, Environment & Technical